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A Comprehensive and Complete
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NEWS OF THE FAR EAST
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with which is incorporated the
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Hongkong Daily Press.

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No. 15,956. 號六十五百九千五萬一第 五念月四年元就宣 HONGKONG, SATURDAY, JUNE 12TH, 1909. 六拜禮 號二十月六年九零百九千一英港香 PRICE, \$3 PER MONT.

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Leave—Shanghai (Steamer)	Arrive—Dairen		
Lv. — " " " "	" " " "	11 a.m.	
Lv. — Mukden	" " " "	8.50 p.m.	
Lv. — " " " "	" " " "	9.15 p.m.	
Lv. — Changchun	" " " "	5 a.m.	Monday
Lv. — " (Russian Train)	" " " "	6.55 a.m.	"
Lv. — Harbin	" " " "	3 p.m.	"

Connecting at Harbin with { State Express for Moscow, Wagon-Lits for Moscow, State Express for St. Pet'g.

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Leave	Arrive	Thursday Saturday	Saturday or Sunday Monday or Tuesday
Leave—Harbin	Arrive—Changchun		
Lv. — " " " "	" " " "	6 p.m.	
Lv. — Mukden	" " " "	7 p.m.	
Lv. — " " " "	" " " "	2.10 a.m.	Wednesday
Lv. — Dairen	" " " "	2.30 p.m.	"
Lv. — " (Steamer)	" " " "	12.30 p.m.	"
Lv. — Shanghai	" " " "	afternoon	Friday

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Proprietress. a552

Swatow, 1st April, 1909.

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Hongkong, 26th April, 1909.

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ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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P. O. Box, 84. Telephone No. 12.

BIRTH.

At Shanghai on June 6th, the wife of L. CANNING, of a son.

MARRIAGES.

At Shanghai June 7th, DENIS EWART DONNELLY of Ningpo, to ISABELLA ELIZABETH JOHNS, of Wuhu.

At Shanghai on the 7th June, EDITH ANNIE McDONALD, to Wm. DENNIS.

At Shanghai on June 7th, AGNES CLYDE RICKER, to DANIEL COATH.

DEATH.

At Shanghai on June 7th, JOHN WILLIAM JONES, of the China Mutual Life Insurance Co., Shanghai, aged 29 years.

HONGKONG OFFICE: 10A, DES VEXES ROAD C LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 12TH 1909.

Mr. LLOYD-GEORGE must be a proud man to-day after having successfully carried through the House of Commons his great scheme of social legislation disguised as a financial measure so that it evades the hostility of the House of Lords. The author of a recently issued book, entitled "The Menace of Socialism," describes Socialism in a happy phrase as "an aspiration linked with an appetite" and combining "the dream of justice with the secret hope of loot." In the debate on the Budget which took place in the House of Commons we note that Mr. PHILIP SNOWDEN, M.P.—whom citizen H. G. WELLS, the famous novelist, counts as one of the sanest leaders of the Socialist movement—was particularly enamoured of this Budget, and he declared to the House that there is no way under Heaven by which you can make the poor better off except by making the rich poorer. And, putting on the mantle of the prophet, he informed the House that "this Budget is not the last tribute the idle rich classes of this country will be called upon to pay for dealing with the problem of poverty which their riches are responsible for." We

are told in one report of the debate that this utterance caused "a wave of unrest" which was even more evident on the Liberal than on the Unionist benches. Liberals may dissent from this view, but it is impossible for anyone to disguise the fact that the doctrines enunciated by this Socialist member of the House of Commons underlie the whole conception of the Budget, and that in the scheme of social legislation on the Budget embodies a precedent is created which is certain to be followed to the greater disturbance of the security of capital which is the basis of prosperity in its widest sense. Whether it will work all the injury to capital and the industries it feeds that is now anticipated, time alone will show. It has been argued very forcibly by the Opposition that the Budget will frighten away capital. The Prime Minister's reply to that is "Where is capital going to fly to? Where is it going to find a resting place and a breeding place where it will be more secure than in England?" Germany, Mr. ASQUITH told the House, had to face a financial position besides which that of England was "child's play." Capital might go north and south, east and west—it might traverse the whole of the civilised world—it would still find itself confronted with a Finance Minister no less necessary than his right hon. friend. Yet prominent bankers in London are representing that the flow of capital out of the country, which they regard as inevitable, has already commenced, and it is prophesied that the Income-tax officials at the next quarter will observe both a marked decrease in the income received from home investments, side by side with a marked increase in the income returned by conscientious taxpayers as derived from foreign investments. Lord CREW, the Secretary of State for the Colonies, speaking at the annual dinner of two Associations of Bankers dealt with this topic in a way which suggested that if capital flowed out of the United Kingdom it would flow largely into the British Colonies. He reminded his hearers that half of the holdings outside the United Kingdom was held in India and the Colonies. With regard to the Crown Colonies, in 1906 Hongkong raised £1,100,000, at 3½ per cent.; in 1907 the Straits Settlements raised £5,000,000 at 4 per cent., convertible bonds running for five years; and in 1907 Southern Nigeria raised £8,000,000 at 4 per cent., for the purposes of development. Those loans are held in England. The citation of these facts might serve to indicate that good investments may be had in the British Colonies, but it is no answer to the argument that the Budget is having the effect of diverting out of the United Kingdom a good deal of capital that is needed at home. The Socialist seems to forget that it is a very wide world we live in, and he does not recognise that legislation which drives capital out of the country does not solve the problem of poverty, but accentuates it.

The French Mail of the 11th May was delivered in London on the 10th inst.

The King of Siam has had a most interesting tour round the coasts of his country.

The Lord Bishop of Victoria will preach at St. Andrews Kowloon to-morrow at the morning service.

A fire occurred in the organ loft of the Union Church, Shanghai, last Monday, and damage was done to the organ and fittings to the extent of £15,400 before the fire was extinguished.

A Japanese trade journal states that the total number of Japanese cigarettes sold last year was 167,000,000 in China proper, 2,333,000,000 in Manchuria and 456,000,000 in Korea.

At the Magistrate's yesterday Mr. F. A. Hazeland sentenced a native to two months' imprisonment and six hours' stocks for stealing 22 catnies of brass from the Kwong See Ying Engineering shop.

Acting-Inspector Watt placed three Chinese before Mr. F. A. Hazeland at the Magistrate's yesterday on a charge of breaking and entering No. 48, Bulkeley Street, Kowloon, and stealing goods to the value of \$227. The hearing of the charge was adjourned.

Those interested in the visit of the Rev. F. B. Meyer, of London, will note that he will be here for one Sunday only. Tomorrow at 11 a.m. he will preach in the Union Church and in the evening will conduct the service at the Wesleyan Methodist Chapel, Morrison Hill.

A last-wave of unexampled intensity, for so early in the season, passed over Tientsin a few days ago, when the temperature went up to 107 in the shade. The accompanying strong wind came from the south but subsequently veered round to the north.

Mr. W. B. Hall, American Assessor at the Mixed Court Shanghai, has been appointed by Mr. Knox, Secretary of State, to take over the judicial duties that have hitherto been performed by the Consul General, in order to relieve that official. The appointment will take effect from July 1. Mr. Hall will continue to act as American Assessor at the Mixed Court.

The export of Japanese oranges abroad has grown from ¥79,000 in 1897 to ¥1,000,000 in 1908. The oranges are chiefly exported to Siberia, China, Korea and the United States.

A native who was arrested for being in possession of 58 rounds of ammunition without a permit, charged at the Magistrate's and fined \$150, was re-arrested on Thursday on a charge of armed robbery within the jurisdiction of China. The case will be heard next week.

The demand for beef in Japan has considerably increased recently and the import of Australian cows is scarcely sufficient to meet the ever increasing demand. In view of this, Japanese traders at Yankow have contracted with the traders at Kobe and Tokyo for the import of Mongolian cows to Japan on a large scale.

Having heard that the foreigners in Shanghai intend to again hold their Annual Regatta at Henli this year, the viceroy of the Liangkang provinces has instructed the Shanghai Taotai to request the Senior Consul to prevent them from doing so on the ground that Henli is not an open port, and that the boat traffic there is so great that it may easily lead to a disturbance.

Speed, says the Bangkok Times, is a factor in the competition for the passenger trade between Swatow and Bangkok. Last month the Pienanuk, which left this port at the same time as the Chikdar, took the lead from the commencement of the run. She had discharged at Swatow and was twenty miles out on her way to Hongkong, when she met the Chikdar (with the mails) making for Swatow.

A stabbing affray took place at Shanghai last Sunday which almost resulted in murder. A sailor from the German gunboat *Luise* had an altercation with a sailor from the French cruiser *Alger*, and words led to blows. The Frenchman slapped the German, who afterwards hit the other on the head with a bunch of keys, whereupon the former drew a knife and stabbed the German. Neither of the men's injuries were of a serious nature.

A fatal drowning accident occurred at Woosung early last Saturday morning. Mr. Werner Borsche, who was the victim, was First Lieutenant of S. M. S. *Ilse*, and had only come out to China recently with the draft of 600 recruits which the N. D. L. s.s. *Oldenburg* brought out for the German Cruiser Squadron. It appears that Lieut. Borsche fell overboard about 4.30 a.m. and though every effort was made to rescue him, or recover the body, it was not until 4 p.m. that the corpse was found.

A very pretty wedding was celebrated at the Union Church Shanghai last Monday. The bridegroom was Mr. Denis Ewart Donnelly, of Messrs. Messers. Messers. Mr. A. B. Donnelly, a well-known resident for many years at Chiswick and now agent for Messrs. Ehlers and Co., Ningpo. The bridegroom is perhaps one of the best known and most popular of the young men of Shanghai, being apparently equally at home in the business, sporting and social worlds. The bride was Miss Isabella Elizabeth (Belle) Johns, daughter of Captain Richard Johns, agent to Messrs. Jardine Matheson and Co. at Wuhu.

ILL-TREATING A CHILD.

At the Magistrate's yesterday afternoon Mr. F. A. Hazeland heard the case in which a Chinese woman was charged with ill-treating a child eleven years of age.

Inspector Marison prosecuted, and Mr. Reader Harris (of Messrs. Wilkinson and Priest) appeared for the defendant.

Inspector Marison informed his Worship that a 12-year-old child was brought to the Central Police Station and informed him that the girl would not leave him. She complained of having been beaten.

Complainant told the Court that her mistress had beaten her many times with a cane, and in cross-examination she stated that she had climbed railings when forbidden to do so.

Dr. Koch testified to examining the child, and he was of opinion that she had received a severe beating. All the bruises had been made within a month.

In cross-examination he stated that he did not think any of the bruises could have been caused by a fall. Any particular one might have been caused by a fall on a palling.

Defendant was then called to the witness stand, and stated that the complainant was sometimes disobedient. The bruises on the body of the latter were caused through pinching, while those on the arm were scratches caused through climbing. The case before the Court she borrowed from a neighbour "to strike bugs." On her last appearance at the Magistrate's she was bailed out, but did not appear again because she was sick.

His Worship—Why didn't you send someone to tell me?

Defendant—I had no one to send.

Mr. Harris asked his Worship to reconsider the matter of bail.

His Worship said he found as a fact that the bruises were the cause of a beating. There was no doubt it was common among Chinese to use the rattan, and his Worship did not think they really appreciated the serious nature of a beating by a rattan. He was quite satisfied that the complainant was a very naughty child indeed, and the defendant would have been quite justified in giving her a beating. But the question he had to decide in this case was whether it was excessive or not. If not, it was quite lawful for a person in loco parentis was quite justified in giving a child a beating. He was clearly satisfied, however, after hearing the evidence of Dr. Koch, that the beating was excessive. He proposed to take into consideration the fact that the woman's bail of \$50 had been forfeited, and would order her to pay a further fine of \$10.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894.]

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS"]

AMERICAN FINANCIERS AND CHINA.

LONDON, June 11th.

Several great American financial institutions are sending an Agent to the Far East to investigate the opportunities for the development of American Finance in China.

A Washington dispatch states that an American syndicate with the support of the Government proposes to participate in the financing of the Hankow-Szechuan railway. The Government, however, is taking no part in the actual negotiations.

ACCIDENT ON A BRITISH SUB-MARINE.

LONDON, June 11th.

An officer and four men have been injured by an explosion of petrol on sub-marine A 4 at Portsmouth.

THE FINANCE BILL.

LONDON, June 11th.

The House of Commons has passed the second reading of the Finance Bill by 366 votes 209.

The Minority included 62 nationalists.

FRENCH SILK BOUNTIES.

LONDON, June 11th.

The French Senate has adopted the Silk Bounties Bill by 211 votes to 5.

CATASTROPHE IN THE BEACON HILL TUNNEL.

THREE MEN SUFFOCATED.

A catastrophe which occurred in the Beacon Hill tunnel on Thursday night, causing the death of three Chinese workmen and necessitating the removal of five others to hospital. It appears that the victims proceeded to work too soon after a blasting charge had been fired, and were overpowered by gaseous fumes which, as stated, caused the death of three men and half-suffocated five others.

SUPPOSED MURDER ON THE RAILWAY.

Early on Thursday morning, a shocking discovery was made by some coolie women, who were employed on a hillside near the south face of the Beacon Hill tunnel. While removing earth they discovered the body of a man with his skull battered in and a piece of rope made fast round his neck. Appearances indicate foul play, but the police who are investigating the affair have not yet got on the trail. The murdered man was one of the night gang of coolies employed in the tunnel.

BANDMANN'S "MERRY LITTLE MAIDS" OPERA CO.

An adaptation of the French Opera "Veronique," by Messager was produced last night at the Theatre Royal to a large audience. The piece has a bright merry swing and contains some excellent duets of which, the "Swing Song" by Veronique (Miss Florence Beech and Florestan (Mr. G. A. Arnold) was perhaps the most popular.

The scenery on this occasion was most effective and the stage was a veritable wonderland. The swing resembled waving garlands and the soft tints of coloured lights lent a beautiful effect.

To the children considerable credit is due, and their sweet little voices, distinctly heard in the choruses, are decidedly an attraction. They danced prettily with charming natural grace and must be reckoned an undoubted acquisition. Miss Mabel Gregory took the part of Agatha (Madame Coquenaud) and in conjunction with Mr. Frank Danby as her husband were admirable business like actors and the parts of assistants were taken by Miss Annie Romaine and several other vivacious, young and talented artists. Mr. Fred Coyne was amusing as the bailiff and the rest of the cast was well represented. There will be a matinee performance of "The Dandy Doctor" at five o'clock this afternoon.

HONGKONG TENNIS LEAGUE.

The Table to date is as follows:					
CLUB.	P.	W.	L.	T.	PTS.
Craigengower	2	2	0	4	
Y.M.C.A.	2	2	0	4	
Kowloon	2	2	0	4	
Lusitano	2	1	1	2	
Schoolmasters	2	1	1	2	
Y.M.C.A. (Chinese)	4	1	3	2	
Civil Service	1	0	1	0	
Taikoo	3	0	3	0	

THE UNIVERSITY PROJECT.

GENEROUS DONATION FROM THE VICEROY OF CANTON.

We have pleasure in giving publicity to the following correspondence transmitted to us by direction of H. E. the Governor by the Hon. Colonial Secretary:—

Viceroy Chang to H. E. the Governor of Hongkong.

9th June 1909.

St.—The founding of a University at Hongkong is a project which it has been Your Excellency's earnest and benevolent purpose to set on foot, and I hear with the greatest pleasure of the enthusiasm in subscribing and the favourable prospects of success. I have myself ordered funds to be raised to the amount of \$200,000. This sum is now provided, and can either be forwarded at any time or drawn upon by letter as required; whichever Your Excellency finds convenient. Besides this, I am endeavouring to find further funds for the purpose of placing them at Your Excellency's disposal, to help towards the expenses of the University.

The degrees to be conferred by the University, however, are the subject of considerable public attention, and while I am informed that Your Excellency's Government proposes that it should be on a par with Birmingham University, I hope Your Excellency will be good enough to give me detailed information on what has been decided, in order that I may publish it for the satisfaction of students and subscribers.

I avail etc.

(Card of Viceroy).

H.E. the Governor of Hongkong to Viceroy Chang.

11th June, 1909.

SIR—I have received Your Excellency's letter of June 9th informing me of your generous donation of \$200,000 to the Fund for the Endowment of a University here and that you are collecting further funds for this purpose. The receipt of this letter (and also of the manifesto issued by Your Excellency describing the purposes of the University and emphasising its value to China) has given me the liveliest pleasure, since they afford proof that Your Excellency, whose first care is the interest of China, welcomes this scheme as one which will confer a benefit on the people, and promote friendship and co-operation in high objects between our respective nations.

Your example and generosity will be an incentive to all, and your name will be identified with the founding of this Institution.

With regard to the question of degrees Your Excellency may rest assured that it is our intention that the standard shall be fully on a par with that of Birmingham or other first class British University. So soon as I have been able to arrange details of this matter (which will take time) I shall have pleasure in affording you the same.

I have the honour to be,

Sir,

Your Excellency's most obedient Servant.
(Sd.) F. D. LUGARD
Governor &c.

His Excellency,
—The Viceroy of Canton.

"THE PHYSIOLOGY OF A STRONG PURE LIFE."

Mr. Meyer addressed a meeting on this subject in the City Hall on Thursday night. Prefacing his lecture by a statement regarding the finances of his special work as a lecturer, Mr. Meyer remarked that he always lived by his pen. No monetary benefit accrues to him from the service in which he is now engaged in various parts of the East. Adverting to the special subject of his lecture, he admitted that, to deal with topics of this kind, necessarily laid him open to much criticism. They are not of the sort that are treated ordinarily or with any degree of fullness by religious teachers. His motives were however clean and pure. All men ought to hear such matters discussed at least once in a lifetime by lips that are dedicated to the service of the pure God. They are heard of too much and too frequently from unclean lips. Mr. Meyer then proceeded to treat the subject from the standpoint of religion and Christianity, and delivered an address singularly cogent and forceful, and pervaded throughout with the spirit of brotherly kindness, which seems to be his leading characteristic. The address was instructive for the insight it gave into certain aspects of life in great cities; the speaker drawing upon his own personal experience of life in London. The audience was made to realise at once the danger of moral plague spots in our main centres of population, and the difficulties that beset attempts to deal with these by legislative processes. Mr. Meyer's personal appeals were of the most searching kind. The historic allusions, together with facts and incidents drawn from the history of our own times and known to most persons present, served to illustrate strikingly and with peculiar aptness, an utterance which throughout was on the highest plane of thought, feeling and inspiration, calculated, we think, to impress, to warn, and to instruct all who were present.

If for no other reason than his lecture on the "Physiology of a strong pure life" Mr. Meyer deserves well of the Hongkong community. It is hoped to see his subsequent lectures attended by audiences that fill the buildings where they are delivered.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Malla* left Singapore for this Port on the 10th instant at 1 p.m., and is due here on the 15th instant at about 4 p.m. The Austrian-Lloyd's str. *Persia* left Singapore for this port on the 11th instant a.m., and is due here on the 16th inst.

MACAO.

[FROM OUR CORRESPONDENT]

11th June 1909.

THE EMPTY MUNICIPAL TREASURY.
The Leal Senado is still without money to fully meet last month's wages bill. The school teachers and others have not yet been paid. Heretofore it has been the practice of the Senado to observe the feast of St. John the Baptist, which falls on June 24th, but at its last meeting the Senado decided that they could not afford to celebrate the Feast this year, at the expense of the municipal treasury, and so a public subscription has been started.

All public works which the Corporation has in hand are stopped for want of funds to carry them on. But why the Corporation does not reduce the number of its employees I do not understand. For instance, in the school for girls there are five mistresses to teach twenty-eight girls. One class consists, —excuse the Irishism— of one girl; two other classes have five girls in each; one class has seven pupils, and the largest twelve. I am told that none of the teachers receive less than \$56 a month. One would think that two teachers would be ample in this school. Somewhat similar conditions obtain in the Chinese school for boys. Sometime ago a report was made by Sr. Silva Mendes, the Rector of the Liceo Nacional, adversely commenting on the efficiency of these schools, but no action seems to have been taken on the report.

THE CITY RUINS.

Tourist: How is it that so many houses in Macao are so dilapidated?

Resident: Presumably the Government desires to impress visitors with the fact that this is an ancient city—not a modern growth like Hongkong and the Treaty ports of China.

Tourist: But what can the owners of these buildings be thinking about, letting them go to rack and ruin in this way?

Resident: Oh, well—the owners have no veneration for the ruins. They would long ago have put these houses in repair, or rebuilt, if only the Director of Public Works had been ready to grant the necessary licenses. There is in fact great joy among house owners here just now because of an announcement in the *Boletim Oficial* that H.E. the Governor is putting an end to this state of affairs, and we shall soon see the buildings there flourishing again in Macao. Therefore the feeling is "Long live Roccas!"

OIL FIELDS IN TIMOR.

News has reached here of the arrival in Timor of the senior partner in the firm of Messrs. Elliot and Co., the Australian firm which has obtained a concession to bore for oil in the island. Machinery and the staff to control operations are on the spot, and the enterprise seems a promising one. A consignment of oil is expected to reach Macao soon. Timor will do unto Macao in her days of adversity, as Macao has for many long years done unto Timor. Millions of dollars have been remitted from the government chests of Macao to replenish the coffers of Timor. Macao will hope these favours—made by direction of a benevolent government at Lisbon—will be reciprocated.

THE GOVERNMENT MONOPOLIES.

The government is inviting tenders for the resuscitation of the Macao lottery, but it is understood that nobody is desirous of the privilege. For the opium monopoly, however, three or four syndicates are competing.

A DECEPTIVE APPEARANCE.

"Cumaha, Mas'r, Cumaha," a small insignificant looking native beggar walked as he followed three stalwart European policemen along the Wanchai Road on Thursday afternoon. His remarks appeared to be addressed more particularly to the biggest man of the trio, whom he characterised as kind-hearted, generous and good, and felt sure that he would "pai chin." The officer, however, was not in a generous mood, and ordered the beggar to move on. As the order, after being repeated several times, was not obeyed, the policeman decided to effect an arrest. With all the assurance of a strong man he seized the puny glancer by the shoulder with the object of marching him off to jail, but was somewhat disconcerted to find in the beggar a man of exceptional strength. In the struggle which ensued, the hefty policeman found the small Chinese to be his match, and the other two officers had to render assistance. On the march to the Wanchai Station the beggar created quite a disturbance, his cries of "save life" soon attracting a large following. However, he was landed in a cell and appeared before Mr. F. A. Hazeland at the Magistrate's yesterday. After hearing the evidence his Worship imposed a fine of \$1.

WEATHER REPORT

The Hongkong Observatory yesterday issued the following report:

On the 11th at 12.10 p.m.—The depression lying over N.E. Japan yesterday has moved away over the Pacific and pressure has increased quickly over the E. and S.E. coasts. The barometer has fallen again over N. China, a new depression having appeared over Manchuria. Also a shallow area of low pressure is lying over the Lower Yangtze Valley.

Pressure is high over the Pacific in the neighbourhood of the Bonins. Moderate to fresh S. and S.W. winds may be expected in the Formosa Channel and over the northern shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood(*) Same as No. 1.
Formosa Channel Same as No. 1.
South coast of China between Same as No. 1.
Hongkong and Amoy Same as No. 1.
South coast of China between Same as No. 1.
Hankow and Hainan Same as No. 1.
(*) S. and S.W. winds, moderate to fresh; equally, some showers.

CORRESPONDENCE.

THE COST OF THE RAILWAY.

[TO THE EDITOR OF THE HONGKONG "DAILY PRESS"]

SIR,—“From the tax-payers point of view” do you not understand the financial aspect of the railway in your leading article to-day?

As I understand the position, it is, shortly, this: Three years ago the Legislative Council sanctioned a loan for railway works up to \$2,000,000. The Government thereupon obtained from the Crown Agents a loan of £1,100,000 at 3½ per cent, which they lent to the Chinese authorities at 4½ per cent for the purpose of redeeming the concession of the Canton-Hankow railway, the loan to be repaid in ten annual instalments.

The payments made by the Chinese authorities on this account are being devoted to financing the construction of our own railway, which is to cost not less than—probably considerably more than—£1,000,000. Now, our railway will be open to traffic next May or June, and will, I take it, be entirely completed by the end of 1911, that will be, say, five years from the time it was commenced.

If, then, the railway costs over a million sterling, and the Chinese authorities have paid back in the time only half that sum, it follows that the Colonial Government will have had to obtain from the Crown Agents a further advance of half a million pounds sterling; so that in 1911 this Colony will have a railway loan of £1,500,000, on which we shall have to pay 3½ per cent. By that time, we shall be receiving interest from the Chinese authorities on half a million only (roughly), and the Colony in 1911 will have to provide for paying to the Crown Agents interest at 3½ per cent, on a million pounds sterling, i.e. \$350,000 out of a rapidly declining revenue.

Is not that the position?—Yours &c.

TAXPAYER.

[We think our correspondent correctly states the position.—ED.]

SUPREME COURT.

Friday, 11th June.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (PUNISH JUDGE).

A RETURNED CUMSHAW.

James William Deasling was the defendant in an action brought by Chun King, who claimed \$60.50, \$45 for wages and \$15.50 for a gold ring, which plaintiff got made at defendant's request. Plaintiff stated that he was employed by defendant as boiler-maker at \$45 a month. He started work on April 8th and was discharged on May 25th.

Defendant said he came to the Colony on April 3rd to put up a new gas-holder at the Gas Works, plaintiff came to him with several references and he engaged him at the rate of \$1.50 a day. Plaintiff said he would like to have it once a month and defendant said plaintiff and the others were engaged on daily rates. On 18th May, when he inspected their work, he found they had cut the plates wrongly, and he had to engage labour to take out the plates and replace them. It would cost defendant £100 to make good what plaintiff and the others had done. He discharged them on the 19th May. When defendant had been about four days in the colony, plaintiff came to him and asked the size of his finger. Five days later he returned with a ring and said “this is cumshaw for master.” Defendant discharged them on them 19th, and paid them their wages, with the exception of plaintiff, because he wished to know what damage he had done. Defendant wished the case adjourned, for a week in order to bring the plates which plaintiff had damaged.

His Lordship—Is your name on the ring?—Yes. It is scratched in.

He asked for your name?—Yes.

His Lordship (to the plaintiff)—Did you give a ring to the other foreman?—Yes, because he recommended me and ought to get something.

His Lordship said defendant had only just arrived in the Colony and it was not likely he would try to squeeze plaintiff. He advised defendant, to file a counter claim and also to return the ring, which he was sure was given him as cumshaw. If plaintiff wished to proceed with his claim for wages, the case would be adjourned. Defendant would not consent to pay plaintiff twenty days' wages and the case was adjourned.

THE PRICE OF A TALKING MACHINE.

The Robinson Piano Company sued W. A. Howell for \$107.20. Defendant did not appear and Mr. Reich, the manager of plaintiff company stated that the money was the price of a talking machine and records. Of the amount \$40 had been paid on account.

Judgment was given for \$67.20.

OPIUM SMUGGLING.

Early yesterday morning an excise officer stopped a Chinese passenger who was leaving the river steamer *Tak Hing*, and told him he intended to search his luggage for opium. The luggage contained five suspicious-looking tins, which the owner strongly objected to the officer examining. He informed the opium searcher that the tins contained twenty cent pieces, and that it would not be advisable to steal them. The officer took the passenger to the Police Station where the tins were searched, and were found to contain four tins of prepared opium. When charged before Mr. F. A. Hazeland at the Magistrate's yesterday the passenger still asserted that the tins contained twenty cent pieces, but when called to the witness stand he stated that another man handed him the boxes and ran away. His Worship held the charge proved and imposed a fine of \$300, the alternative being two months' imprisonment.

RAILWAY DEVELOPMENT IN CHINA.

PAPER BY MR. A. J. BARRY.

(From our London Correspondent).

An important paper on “Railway Development in China” was read on Wednesday evening (May 19) at the Royal Society of Arts by Mr. Arthur John Barry M.I.C.E. The occasion was the twentieth ordinary meeting, and the chair was taken by Sir John Wolfe Barry K.C.B., F.R.S., Vice-President of the Society. There was a good attendance.

In the course of a lengthy and interesting paper Mr. Barry said:—“During the last ten years I have been closely connected with railway development in China, and, visiting the country as I do at short intervals, I may claim to have had favourable opportunities of watching the recent changes in the attitude of the Chinese towards railways. It has appeared to me that, from a frame of mind which led them to regard railways rather as a regrettable necessity, especially regrettable inasmuch as a measure of foreign assistance and control was necessary, the Chinese have gradually come to realise that the development of their railway system is a matter of prime importance to their country.”

After dealing with the evolution of the railway in China and the history of the old Shanghai-Woosung line, Mr. Barry stated that if official opposition was now a matter of history, popular superstition still existed.

Mr. Barry sketched the condition of affairs preceding the 1894 war, and detailed the events that followed. He referred fully to the position taken up by France, Germany, and Russia on the question of railway expansion, and said in due time these various political aspirations took concrete form, and as a result the following railways came into being:—

First, the Russian railway, called the Eastern Chinese Railway, from the station on the Siberian railway called Manchoumie, through Tientsin and Harbin to Vladivostok, with a branch from Harbin to Yingkow, Port Arthur, and Talienwan.

Secondly, in the south, the French projected the railway from Lao-kai to Yunnan, which it is expected will be completed next year.

Thirdly, the German railway in Shantung between Kiao-shan and China Fu.

This group of railways owes its origin to political rather than commercial aspirations. They are to all intents and purposes the property of the three countries named, and to them must now be added Japan, who is the proprietor of the South Manchurian Railway. China has little or no control over them; they are concessions in the true sense of the word.

In the case of the remaining railways, the sovereign rights of China are not impaired and although the instruments under which the capital has been raised are frequently called concessions, the word is a misnomer as applied to them. Mr. Barry then referred to the Peking-Hankow, Hankow-Canton and the Shanghai-Nanking railway, and coming to the Canton-Kowloon railway he said:—

In the case of the Canton-Kowloon Railway the Chinese insisted on the following modifications of the Shanghai-Nanking Railway terms. Instead of the railway being managed by a Board of Control on which the bondholders are represented, a Chinese managing-director was substituted, in whose hands the management of the railway is vested both before and after construction. Instead of the chief engineer being appointed by the representatives of the bondholders, he was to be nominated by them subject to the approval of the Chinese. Instead of the direction of the work of construction, and the subsequent management of the railway being in the hands of the chief engineer, his functions on the Canton-Kowloon Railway are limited to those of adviser to the managing director, but it was agreed that no payments may be made from the loan funds except on requisitions countersigned by the chief engineer.

The Canton-Kowloon Railway is a very important line, 100 miles in length. It starts at Canton, the great commercial centre of South China, and terminates at the frontier of the British leased territory of Kowloon by a junction with a very expensive and heavy section of railway 20 miles long that the Hongkong colony are constructing to complete the connection between Hongkong and Canton. In the future, if all goes well, by means of this railway Hongkong and Canton will be put in direct railway communication with Hankow, the future Clapham Junction of the great trunk lines of China, and thence with Peking itself, so that before many years it should be possible to take a railway ticket at Victoria Station to Hongkong via Berlin, Moscow, Siberia, Peking and Hankow.

The amount of the loan is £1,500,000, and although rather serious delays in getting possession of the necessary land have involved unnecessary expenditure, the railway is likely to be completed for the amount of the loan, or at any rate very nearly so.

When, after the signature of the final agreement for the construction of the Canton-Kowloon Railway negotiations were commenced in connection with the final agreement for the Tientsin-Pukow Railway loan, the Chinese Government demanded still further concessions from the financiers.

They agreed that the chief engineer should be an experienced European, but they insisted that he should be appointed by themselves, subject to reasonable approval, and that he should be under the orders of the Chinese managing director.

They would not consent to the appointment of a European accountant, and retain in their own hands complete control of the funds derived from the loan, subject only to the conditions that loan funds should be drawn upon on a requisition signed by the Chinese managing

director, who is to certify for what the money is required. The bondholders have the right to send a representative to examine the Chinese accounts at intervals.

Mr. Barry then dealt with the present complicated state of affairs and said:—“So far as the bondholder is concerned, inasmuch as the Chinese Government have guaranteed his interest whether the railway pays or not, it does not perhaps much matter whether the money lent is being wasted, except that it is pretty certain that if the Chinese Government were to become responsible for many more railways of this kind they will find themselves unable to pay; I think, however, there is little doubt that the Chinese shareholders in the local companies may make up their minds to it that they have lost their money; in fact, I believe that many of them have made up their minds to this already.”

The Chinese Government suffer most from this unfortunate state of affairs—not only is money for which they are responsible being wasted, but the principle of State ownership for all railways, so necessary for the best interests of China, is being violated; and lastly, but very far from least, the Chinese Government have been forced by uninformed and irresponsible provincial clamour into the position of having failed to uphold their reputation for reliability in the observance of their agreement—a reputation so difficult to establish, so easy to lose.

Referring to the present condition of affairs in connection with the Hankow-Canton Line, Mr. Barry said:—“There has been so much said and written lately, on this subject, that a compromise with the Germans and other nationalities concerned, appears to have been arrived at which, at any rate, secures British interests so far as the Hankow-Canton Railway is concerned, even if at the expense of some of the recognised British interests in connection with the projected Hankow-Chongta Railway. This compromise is perhaps likely to be hailed with chastened enthusiasm by a large number of people in this country, who are interested in China, but taking into consideration all the complicated and rather delicate circumstances of the case, it will probably be regarded by the majority as a reasonable solution of a difficult problem.”

As to the future, I will not be guilty of the rashness of attempting to prophesy. We may, however, at least note the principal data upon which the problem of the future is based. It is certain that China is fully alive to the advantages of railways and is now as anxious to build them as at first she was opposed to their construction.

That the Chinese railway system is in its infancy goes without saying. The railway system of India, for example, is only partially developed, but with a population of about 240,000,000—India can at least boast of about 30,000 miles of railway, whilst China, with a population greater by, perhaps nearly 100,000,000, can at present show about 5,000 miles of railway only. Before Chinese railway development can compare with that of India, another 50,000 miles or so will have to be built at a cost of say over £200,000,000 sterling.

Whether railways should be constructed by private enterprise in China, or whether the principle of State ownership should be universally adopted, is, perhaps, a matter of opinion. On this matter I think Mr. Kent puts it accurately when he says that State ownership is not only the best for China, but the only possible system compatible with success. Not only has experience so far demonstrated that Chinese railway companies are a mistake, but it would also be impossible to raise any large amount of capital by means of private companies in China. Private companies, too, would not have the necessary power and authority behind them which only the Government itself possesses.

At present there are very few Chinese qualified railway officers. There are a certain number of able Chinese engineers no doubt—for example Mr. Jome, who built the Kalgan line, and Mr. Wang, who is building the southern section of the Hankow-Canton Railway, but for many years to come there will not be enough men such as these to go round. In an engineer, experience is even more important than theory, and reliable engineers take years to train.

There is little doubt, therefore, that for some time to come China will have to engage engineers from abroad to meet her requirements, and the same remarks apply to the senior officers of other railway departments. There is nothing derogatory to Chinese dignity in this. China has always been loyally served by the foreigners whom she has employed, and always will be. Their knowledge and experience in their own spheres have been, and will be, of the greatest benefit to her in every way; but if China is to be able to borrow the money she requires abroad, on the best terms, it will be necessary to cultivate the confidence of the foreign investor, a confidence which events recently have been calculated to shake.

What I venture to think is required is a strong and capable Railway Department or Board in Peking, so constituted as to command the confidence of the foreign investor, and strong enough to command respect everywhere in China itself. The present Board of Communications falls short of this. Such a department would have its staff of expert assistants and inspectors, both Chinese and foreign, and keep in touch with the administration of each railway, who would be responsible to the Board. The net earnings of all railways after payment of the cost of maintenance and renewals would be paid to the Government Railway Department—the principles of its organisation might be somewhat similar to those of the Imperial Maritime Customs. A definite policy and a definite programme of railway construction should be laid down. To build-up the revenues of the Board the best paying railways should be constructed first. The revenues and expenditure

of the Board should be published. In time I think a Board so constituted would be able to raise loans on its general revenues, and pay off the various loans for the service of which the revenues of different existing railways are now hypothecated. To begin with, the Board ought to be able to show as revenue the surplus earnings of the Imperial railway of North China and of the Peking-Hankow line, which (from information from the Chinese sources, so far as the latter railway is concerned) amount, when taken together, to about £800,000.

The CHAIRMAN observed that in listening to the lecturer—who was his nephew—with whom he had been associated in much of his Chinese work, he thought they would recognise that they had been listening to a man who knew his subject very thoroughly. It was a matter of great satisfaction to that Society that Mr. Barry had been able to come there and give them a general and detailed view of the great subject of railway communication in China. They must all recognise that this was one of the most important matters which lay before them in the future. Before them was the question of the opening up of China to modern and western ideas in a way in which the railway alone could effect that purpose. It opened up to many of them an almost unknown land. It would affect the destinies of an enormous population and enormous commerce, and still more profoundly would it modify the views of the Chinese themselves in respect of European ideas, and the ideas of Europe with regard to the Chinese. It would tend to bring Europe and China more and more together, and he hoped this would be greatly to the benefit of both. A very striking thing caught his eye the other day. He was stopping for a few minutes at a roadside station on the Great Eastern Railway in Essex and he saw on the sign “You can take your ticket here via Harbin for Peking and Japan.” When they realised that it was really possible that they could book through to Peking, it was a novel state of things which was startling to those persons who had not followed the railway development of the Far East. Their interests were large. They had financial interests represented by the great financial houses of London, Berlin, Paris and Brussels, and there were also the bondholders to consider. They were putting a very large sum of money into the venture of these Chinese enterprises and they had to consider the great importance of these matters to the manufacturing industries of the different countries who were interested in the development of China. In all these ways it was essential to realise that the various nations were keenly competitive, each nationality was looking after its own interests, and he hoped England would not be backward in taking her place in the financial ventures. It really was a most important matter that there should be no mistake about the proper application of the money which the bondholders had found, and the matter called for careful attention on the part of all concerned. It ought to be clearly seen that the money advanced was not wasted, but really applied in enterprises which would be self-remunerative. This money ought to be carefully administered as it would be for the good, not only of the bondholders but also of the Chinese themselves. They all wished to see China develop her railway system as India's had been developed, and he most cordially agreed with the lecturer that the best guarantee would be European control for some years to come. Those who raised the money ought to have a voice in its application, and there should be responsible European technical advisers appointed, as well as a Board of Management of all the Chinese Railways. If some of these things could be carried out he was persuaded that there was a great future for Chinese railways and the development of that land (applause).

Mr. Byron Brennan C.M.G., remarked that the lecturer had pointed out the mistakes made by the Chinese, but on our side we also had made mistakes. We had too easily assumed that the Chinese were keenly anxious to have railways, and not having the money, we should be in a position to dictate our own terms. That, however, had not been the case. As to the desirability of a Board of Management he supposed in time it would come about, but up to the present the Chinese Government had not seen the necessity for it. In his opinion it would not be a bad thing to give them plenty of rope. Let the Chinese get thoroughly embarrassed in their arrangements and then they would see the necessity for putting their house in order and reorganizing the system. This might not come immediately, but he thought before many years that the Chinese would find great difficulty to pay the interest on their bonds out of their earnings on the railways. He doubted whether any of the railways were paying their way.

Mr. C. S. Addis thanked Mr. Barry for his paper and complimented him on his resume of the evolution of the demand for railways in China. To-day in China there was some sort of a demand for railways, but he thought every one would have to say that that demand was not a thing ad hoc but formed part of the general quickening of the natural life of China, and took its place along with the demand for education and western luxury—a sort of quickening of the patriotic idea in China. The demand had to be edged round with so many restrictions that it could hardly be called an effective demand. The Chinese seemed to be far from desirous of paying for, or constructing, railways, but yet fired as they were by the cry of “China for the Chinese” they were unwilling to entrust control of the lines to those whose money they were spending, and now apparently they were averse to giving the necessary security. It was pathetic to see the way China was scrambling her Treasury to find money with which to pay the

interest and yet she would not give the railways as security. One speaker had referred to giving China plenty of rope, but that plan carried with it long delay. For his part he thought they had taken the better course in coming to some sort of understanding by which in future adequate guarantees would be given for the proper employment of the money. That was a great step in advance and helped to mitigate the pessimistic view taken by some. In itself it was a happy augury for the future. Regarding the difficulty in getting money from the Chinese they expected high interest because the guarantee was bad. As the security improved the rate of interest would *pro tanto* diminish. While they wished help to China to enter into her inheritance, he thought the best way was to start with a strong leaven of European officials, like the Customs, and the coming generation would be trained accordingly.

COLONEL PEMBERTON, R.E. who has recently returned after a visit of some months in China, expressed the opinion that it was hardly likely for some years to come that the Chinese Government would look favourably upon the efforts of other countries to secure control over her lines that were being built by foreign capital. Personally he thought that the railways would be built more quickly than many Europeans considered likely. The experience of the world was that no country could progress unless there was railway construction. The Chinese had the experience of the rest of the world to go on and they fully recognised the necessity for railway building. He believed there was a splendid future before railways in China and he hoped there would be no surgical operation necessary that China should get into difficulties. He hoped China would avoid all trouble of that sort and construct her railways without financial difficulty.

Mr. J. W. JAMESON referring to the great railway development after the Japanese war expressed the opinion that Messrs. Jardine Matheson and Company, if they had been more energetic at the time, could have obtained the Peking-Hankow concession instead of the Belgians. A new spirit had sprung up lately and he looked with considerable apprehension to what was going to happen. It behoved them all to watch developments carefully. The Chinese had a good many years of difficulty ahead of them, and he doubted whether any of the railways, with the exception of the Northern one, were paying.

On the proposition of the Chairman the lecturer was cordially thanked for his paper.

FINGERPRINTS.

A case was called on before Mr. J. H. Kemp at the Magistrate's yesterday afternoon in which a Chinese boarding-house keeper was charged with assault.

Mr. Davidson of Messrs. Hastings and Hastings appeared for the prosecution, and Mr. R. A. Harding represented the defendant.

Mr. Davidson informed the Court that he had no further instructions in the matter. He understood the complainant had left the Colony, or was dead; at any rate, his friends could not find him.

Mr. Harding was of opinion that before his Worship disposed of the matter some observations should be made about the complainant. The speaker had instructions to proceed against him at the present moment for the embezzlement of \$13,000. The charge in this case was one of assault. The police were summoned by a whistle blown by the defendant, and when they arrived the defendant was taken into custody.

Mr. Davidson—If my friend is not going to call any evidence in support of these statements, on my client's behalf I must object.

Mr. Harding—I am justified in putting the facts before the Court, for this is a trumped-up charge.

Mr. Davidson—I object on my client's behalf to these statements being made and not proved. Mr. Harding—I can prove that I am instructed to proceed against the complainant for the embezzlement of \$13,000. As I stated before, the police were summoned by a whistle blown by my client, who was taken to the police station. Instead of charging the complainant, however, the police detained my client on a charge of assault. They accepted the statement of the absent man, an embezzler.

Mr. Davidson—My friend has no right to call him an embezzler. Detective-Sergeant Appleton—I wish to inform your Worship that the statements made by Mr. Harding are incorrect.

Mr. Harding—As your Worship is well aware, a man is innocent unless he is proved guilty.

Mr. Davidson—Then why do you call my client an embezzler?

Mr. Harding—The fingerprints of my client were taken by the police. The police judged this case themselves; they never left it to your Worship.

His Worship—They must do so to a certain extent.

Mr. Harding—I wish to apply for those fingerprints to be erased. The police have no right, until a man is found guilty, to take his fingerprints. This is a trumped-up charge, and the complainant is not here to support it. I would ask your Worship to order those fingerprints to be erased.

His Worship—I am afraid I cannot make an order.

Mr. Harding—Then I would ask for directions for it to be done. It is clearly proved by the subsequent proceedings that the complainant is the guilty person. I think your Worship can direct that these fingerprints should be expunged. They are a record against a man as being a guilty person.

Detective-Sergeant Appleton stated that the word “discharged” was written on the form containing the fingerprints.

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Mr. Harding—I submit it is not the right procedure to take the fingerprints of a man who summons another for assault.

His Worship—I don't see any reason for taking these fingerprints, and I don't know that the police have power to take them. But if I made an order I could not enforce it, so I will not make one. The defendant is discharged.

JOINT STOCK SHARES.

Messrs. Vernon and Smyth in their weekly share report, dated June 11th, state:—The market has been fairly active, but although the demand for shares, in most cases exceeds the supply rates have not advanced to any extent and a “mark time” period appears to be on the cards. Sterling exchange on London T/T, closes 1/9½, and on Shanghai at 74½. BANKS.—Hongkong and Shanghai have been placed during the week at 990, closing with a few small lots offering at that rate. The London quotation has advanced to 922. National Insurance unchanged.

MARINE INSURANCES.—The market continues dull and neglected and with the exception of an advance in North China to 105 we have nothing to report.

FIRE INSURANCES.—Hongkong Fire has ruled steady and sales have been effected at 345, the market closing steady at that rate. Chinas are still enquired for at 110 but, we have heard of no sales.

SHIPPING.—Hongkong, Canton and Macao continue in demand, and with no sellers to meet the market, have improved to 35 with sales and the market closes steady at that rate. India have improved in the North to 56 with sales, a quotation of some 60 cents over our local rate. Shells have advanced to 62½ in London and should be placed here at 61/6. We have nothing further to report under this heading.

REFINERIES.—Chinas continue out of favour, and sellers at 140 fail to find buyers. Luzons remain on offer without business.

MINING.—Chinese Engineering have found local buyers at 18½, Rubis at 9½ and 9½, the latter closing with sales. DOCKS, WHARVES & GODOWNS.—Hongkong and Whampoa Docks have changed hands in small lots at 67 and 66, closing quiet at the latter rate. Kowloon Wharves have been the medium of a fair investing business at 59, and close steady at that rate. Shanghai Dockhouse have fallen in the North to 84, Hongkong wharves are wanted at 161, but no shares are available locally.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands continue to find buyers at 110 and the market closes fairly steady at the rate. West Point have again been placed at 46, but more shares are obtainable. Hotels have been sold at 40 and 38 for the new issue. Humphreys continue in demand but with the exception of a few small unimportant sales we have no business to report.

COTTON.—Ewos have ruled weaker in Shanghai and to-day's quotations from the North show a difference of 2 points, some giving 120 and others 122 sellers. Loon Kung Mows have advanced to 108 and International to 87, while Soyoches have fallen to 37½. The last 2 quotations are by letter while Soyoches comes by wire.

MISCELLANEOUS.—China Bornes have advanced to 133 with sales and buyers and at time of closing a sale is reported at 13.85. China Providents have further improved to 9½ with buyers and only some small sales to report. Dairy, Peak Tramways, Ropes, United Abesotes and Watsons have all been placed at quotations.

Union Water-boats have advanced to 11 with small sales and United Abesotes Founders shares have found buyers at 300. Comments have been the medium of a fair business at from 8.80 to 9, closing with buyers at the latter rate.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Chantante, Lait Chantant and Special Skin Tonic and Poudre Chantante will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

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& effectual means of self-cure ever discovered for nervous & functional debility, depression of spirits, &c., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of wedded life. It also treats on urinary derangements, discharges, blood poison, secondary symptoms, stricture, &c., and no sufferer should fail to procure a copy post free in plain sealed envelope for P. O. sixpence from Mr. LAWE, Medical Philosopher, F. 2, Welby Road, Gospel Oak, London.

It is to Imperial territory that the Admiralty must look, and already, one is glad to find that Imperial interests are being conserved in concessions in the Crown Colonies. There is a far cry yet to the substitution of oil for coal even on steamers. In the United States

When Mr. Charles Ashmore brought Tottenham Hotspur's ground a stuffed peacock game cock which, on the victory of the Ho-

green
spurs

Hongkong, 16th October, 1907.

SHIPPING.

ARRIVALS.
 BELLEPHON, British str., 5,726 T. Bartlett, 11th June—Kobe 5th June, General—Butterfield & Swire.
 CANTON, Swedish str., 3,433, Hordfeldt, 10th June—Vladivostok 11th May, General—Melchers & Co.
 DELHI, British str., 4,862 G. W. Gordon, R.N.R., 11th June—Shanghai 8th June, General—P. & O. S. N. Co.
 FRI, Norwegian str., 860 G. Wagle, 11th June—Haploong 7th and Hoihow 10th June, Rice, Pigs & Bullocks—Aagaard, Thorsen & Co.
 HAINUN, British str., 636 J. W. Evans, 11th June—Swatow 10th June, General—Douglas, Lapraik & Co.
 KAIPOING, British str., 987 C. Lindbergh, 11th June—Manila 8th June, General—Butterfield & Swire.
 KUMANG, British str., 3,109 R. C. D. Bradley, 11th June—6th June, General—Jardine, Matheson & Co.
 PALENO, British str., 7,597, H. J. Ferguson, 11th June—Hankow via Woosung 4th June, General—P. & O. S. N. Co.
 PONGTONG, German str., 998 H. Olds, 11th June—Bangkok 2nd June, Rice—Nörth German Lloyd.
 PROTUS, Norwegian str., 1,024 C. Miller, 11th June—Bangkok 2nd June, Rice—Aagaard, Thorsen & Co.
 SIAM, Danish str., 3,875 Y. Cortson, 11th June—Antwerp 24th April, General—Melchers & Co.
 SINGAN, British str., 1,047 F. Jamieson, 11th June—Hoihow 10th June, Pigs, Cattle and General—Butterfield & Swire.
 WONGKOT, German str., 1,115 W. Reher, 11th June—Bangkok 2nd June, Rice and Sugar—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 11th June.
 Delhi, British str., for Europe, &c.
 Rabi, British str., for Manila.
 Genuki Maru, str., for Yokohama.

DEPARTURES.

11th June.
 BRASILIA, British str., for Yokohama.
 CANTON, Swedish str., for Singapore.
 O. DIEDEIKHORN, German str., for Haiphong.
 CHIPPING, British str., for Swatow.
 GLENES, British str., for Shanghai.
 HAILAN, French str., for Hoihow.
 KTHAKA, German str., for Canton.
 KYANGSE, British str., for Canton.
 LEONGSANG, British str., for Manila.
 MICHAEL JENSEN, German str., for Canton.
 NIKKO MARU, Japanese str., for Manila.
 QUARTA, German str., for Samarang.
 TILANTAP, Dutch str., for Shanghai.
 YINGCHOW, British str., for Shanghai.

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THE Steamship

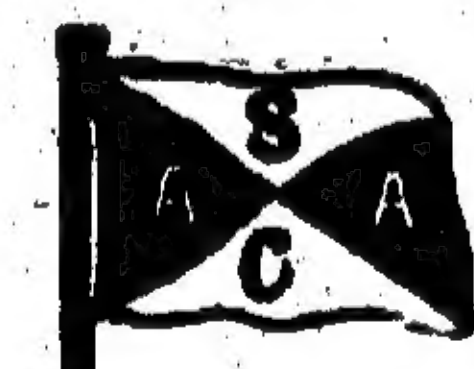
"ISCHIA"
 Captain Belsito, will be despatched as above TO-DAY, the 12th inst., at Noon.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co., Agents.
 Hongkong, 9th June, 1909. [4]

"SHIRE" LINE OF STEAMERS LTD

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE"
 Captain W. Barrett, will be despatched as above on or about the 12th June.
 For Freight or Passage apply to
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 28th May, 1909. [756]
 HONGKONG-BOSTON-NEW YORK.



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 FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)

S.S. "INDRANI" On 16th June.
 to be followed by
 S.S. "ST. PATRICK" About 15th July.
 For Freight and further information apply to—
 SHEWAN TOMES & Co., General Agents.
 Hongkong, 3rd June, 1909. [777]



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 Calling at SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
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"E. FRANZ FERDINAND"
 Captain E. Nitsche, will be despatched as above on SATURDAY, 26th inst., at Noon.
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight apply to
 SANDER, WIELER & Co., Agents.
 Princes Buildings.
 Hongkong, 2nd June, 1909. [3]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blakes Pier. 3 From Blakes Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via SUEZ CANAL	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	DELHI	Brit. str.	—	A. F. Vine, R.N.R.	P. & O. S. N. Co.	About 16th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	DELHI	Brit. str.	—	Brehmer	HAMBURG-AMERIKA LINIE	On 1st July.
HAVRE & HAMBURG via STRAITS, &c.	DELHI	Brit. str.	—	Jäger	HAMBURG-AMERIKA LINIE	On 22nd July.
HAYRE, COPENHAGEN & ST. PETERSBURG	DELHI	Brit. str.	—	Eckhorn	MELCHERS & Co.	Middle of July.
HAYRE & HAMBURG via STRAITS, &c.	DELHI	Brit. str.	—	Rehman	HAMBURG-AMERIKA LINIE	On 21st inst.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	W. Barrett	JARDINE, MATHESON & Co., Ltd.	On 9th July.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	About 12th inst.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 22nd inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 23rd inst., at D'light
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 25th inst.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 12th July.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 7th July, at D'light
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	About 30th inst.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 1st July, at Noon.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 18th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 26th inst., P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 16th inst.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	To-day, at 5 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 14th July, at Noon.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 3rd July.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 1st July.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 22nd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 6th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 15th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 18th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 23rd inst., at Noon.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 30th July, at Noon.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 6th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	About 26th inst.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 25th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 17th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 7th July, at Noon.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	Quick despatch.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 15th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 16th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	To-day, at Daylight.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 15th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	To-morrow, at Daylight
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	Middle of June.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 17th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	About 17th inst.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	About 17th inst.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 18th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 18th inst., P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 19th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 20th inst., at D'light
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 17th inst.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 21st inst., P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 22nd inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 22nd inst.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	About 24th inst.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 3rd July, at Noon.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	Quick despatch.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	About 15th inst.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 22nd inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	To-day, at 1 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 15th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	To-morrow, at 2 A.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 16th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 18th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 18th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 22nd inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 22nd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 16th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 16th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 17th inst.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 15th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 19th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	Rehman	MELCHERS & Co.	On 17th inst., at 4 P.M.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4,657	F. W. Davis	On 1st July.
KUMERIC	6,232	J. Mathee	On 29th July.
AYMERIC	4,363	J. Boyd	On 26th August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS. 8

Hongkong, 21st May, 1909.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL

LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE

YOKOHAMA & KOBE

"LUETZOW" Capt. C. DEWEES { Wed day, 16th June, at Noon.

"YORCK" Capt. J. RANDELMANN { About Thursday, 17th June.

"PRINZ WALDEMAR" Capt. F. ISEKE { Friday, 18th June, at 10 A.M.

"PRINZ SIGISMUND" Capt. D. LENZ { About Saturday, 26th June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 4th June, 1909.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPERESS OF JAPAN" SAT., 12th June. "EMPERESS OF CHINA" SAT., 3rd July. "EMPERESS OF INDIA" SAT., 24th July. "EMPERESS OF JAPAN" SAT., 14th Aug.

From Quebec. "ALLAN LINE" FRIDAY, 9th July. "EMPERESS OF IRELAND" FRI., 30th July. "ALLAN LINE" FRIDAY, 20th Aug. "EMPERESS OF BRITAIN" FRI., 10th Sept.

"Empress" Steamships leave HONGKONG at 5 P.M. at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons, register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10

Intermediate (on Steamers) " " \$43 " " \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hat, books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

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MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FOR NIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR NIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR STEAMERS TO SAIL

SHANGHAI, KOBE & YOKOHAMA

MARSEILLES VIA PORTS

SHANGHAI, KOBE & YOKOHAMA

MARSEILLES VIA PORTS

"ARMAND BEHIC" Capt. Guionnet { On 21st June, P.M.

"SYDNEY" Capt. Rehman { On 22nd June, 1 P.M.

"ERNEST SIMONS" Capt. Girard { On 5th June, P.M.

"TOURNAI" Capt. Lancelotti { On 6th June, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to

P. DE CHAMPMORIN, AGENT, Queen's Building.

Hongkong, 9th June, 1909.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS } DELHI	Capt. G. W. Gordon, R.N.R.	Noon, 12th June	See Special Advertisement.
OF CALL			
LONDON AND ANTWERP } POONA	Capt. A. R. Vine, R.N.R.	About 16th June	Freight only.
VIA SINGAPORE, PENANG, COLOMBO PORT } SAID AND MARSEILLES			
SHANGHAI, MOJI, KOBE } MALTA	Capt. G. M. Montford, R.N.R.	About 17th June	Freight and Passage.
and YOKOHAMA			
SHANGHAI } ASSAYE	Capt. O. Jones, R.N.R.	About 24th June	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th June, 1909.

CHINA NAVIGATION CO., LD.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
AMOI, NINGPO and SHANGHAI.	KWELLIN	On 12th June, 4 P.M.	
SHANGHAI, HOIHOW and HAIPHONG.	SINGAN	On 13th June, 9 A.M.	
WEIHOW, CHEFOO and TIENTSIN.	KUEICHOW	On 15th June, 4 P.M.	
CEBU and ILOILO.	KAIFONG	On 15th June, 4 P.M.	
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	CHANGSHA	On 15th June, 4 P.M.	
MANILA.	TAMING	On 16th June, 3 P.M.	
TSINGTAU, CHEFOO and Newchwang.	KWEIYANG	On 16th June, 4 P.M.	
SHANGHAI.	CHINHUA	On 17th June, 4 P.M.	
SHANGHAI.	LINAN	On 20th June, 10 P.M.	
MANILA.	TEAN	On 22nd June, 3 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA," and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

Hongkong, 12th June, 1909.

BUTTERFIELD & SWIRE,
AGENTS. 11

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG SOUTH CHINA COAST PORTS

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS.	FOR	LEAVING.
"HAICHING"	AMOI & FOCHOW.	SATURDAY, 12th June, at 1 P.M.
"HAIMUN"	SWATOW.	SUNDAY, 13th June, at Noon.
"HAITAN"	SWATOW, AMOI & FOCHOW.	TUESDAY, 15th June, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS. 10

Hongkong, 12th June, 1909.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS.	TO SAIL.
SHANGHAI via SWATOW.	"HANGSANG"	Sunday, 13th June, D'light at 1 P.M.
SHANGHAI.	"WINGSANG"	Tuesday, 15th June, Noon.
SINGAPORE, PENANG & CALCUTTA.	"KUTSANG"	Tuesday, 15th June, Noon.
SANDAKAN.	"MAUSANG"	Wednesday, 16th June, Noon.
SAMARANG & SOERABAYA.	"AMARA"	Thursday, 17th June, 4 P.M.
SHANGHAI.	"WAISHING"	Friday, 18th June, Noon.
MANILA.	"TUENSANG"	Friday, 18th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA.	"KUMSANG"	Saturday, 19th June, Noon.
SHANGHAI.	"TUNGSHING"	Sunday, 20th June, D'light.
MANILA.	"LOONGSANG"	Friday, 25th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	"NAMSANG"	Saturday, 3rd July, Noon.

RETURN TOURS TO JAPAN.

Occurring 24 DAYS.
The Steamers "KUTSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.
Telephone No. 61.
Taking Cargo on through Bills of Lading to Kudat, Lahad, Davao, Semporna, Tawau, Uman, Jesselton and Labuan.
For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 12th June, 1909.

GENERAL MANAGERS. 16

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI via SWATOW.	"DALIN MARU"	About TUESDAY, 15th June.
SHANGHAI via SWATOW.	"CHOSHUN MARU"	TUESDAY, 22nd June, at 10 A.M.
AMOI & FOCHOW.	"SOSHU MARU"	WEDNESDAY, 23rd June, at 10 A.M.
ANPING via SWATOW.	"SOSHU MARU"	WEDNESDAY, 23rd June, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Ample, Unrivalled Table.
Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.
For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1 Queen's Buildings.
Hongkong, 12th June, 1909.

T. ARIMA, Manager. 13

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, and PORT SAID.	SADO MARU Capt. Geo. Anderson.	6500	WEDNESDAY, 23rd June, at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	BINGO MARU Capt. A. Christiansen, SHINANO MARU Capt. K. Kawara,	6500 6590	WEDNESDAY, 7th July, at Daylight TUESDAY, 22nd June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. S. Ishikawa, KUMANO MARU Capt. N. Mathieson, YAWATA MARU Capt. T. Sekine,	8000 6000 5000	TUESDAY, 6th July, at 4 P.M. FRIDAY, 9th July, at Noon. FRIDAY, 6th Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO NAGAOKI-MOJI, KOBE and YOKOHAMA	YEBOSHI MARU Capt. B. Kon., MISHIMA MARU Capt. A. E. Moses	4500 9000	THURSDAY, 17th June THURSDAY, 17th June, at 5 P.M.
SHANGHAI, MOJI and KOBE	YETOROFU MARU Capt. K. Soyeda, AWA MARU Capt. A. Keith,	4500 6500	THURSDAY, 17th June FRIDAY, 25th June, at 5 P.M.
KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine,	5000	WEDNESDAY, 7th July, at Noon.
NAGASAKI, KOBE and YOKOHAMA...			

* Omitting Shanghai.

† Fitted with New System of Wireless Telegraphy.

† Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU - (Capt. H. FRASER) - About Wed. 30th June

KAMO MARU - (Capt. F. L. SOMMER) - About Wed. 23rd July

MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 25th August

ATSUTA MARU - (Capt. WM. THOMPSON) - About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

Hongkong, 8th June, 1909.

T. KUSUMOTO,
MANAGER. 15-93

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Cebu and Manila. Saloon, amidehips, Electric Light, Perfect
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond.	Manila	On 12th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 19th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS. 14

Hongkong, 31st May, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	FOR HAVRE & HAMBURG:
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SENEGAMBIA 21st June
S.S. BRASILIA 12th June	S.S. SILVIA 28th June
S.S. SEGOVIA 2nd July	FOR ANTWERP, ROTTERDAM & HAMBURG:
S.S. SLAVONIA 10th July	S.S. SITHONIA 1st July
S.S. C. FEED. LAEISZ 18th July	FOR HAVRE & HAMBURG:
S.S. ANDALUSIA 28th July	S.S. IETRIA 9th July
S.S. SAXONIA 10th Aug.	FOR MARSEILLES, BREMEN & HAMBURG:
S.S. DORMUND 18th Aug.	S.S. SCANDIA 12th July
S.S. SPEZIA 28th Aug.	FOR HAVRE & HAMBURG:
S.S. JILYRIA 31st Aug.	S.S. BRASILIA 22nd July
S.S. AMBERIA 31st Aug.	

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 10th June, 1909.

Hongkong Office. 12

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE.	"SIAM"	Middle of June.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG.	"NIPPON"	23rd June.
SHANGHAI, YOKOHAMA and KOBE.	"YEDDO"	5th July.
HAVRE, COPENHAGEN and ST. PETERSBURG.	"SIAM"	Middle of July.

For Further Particulars apply to

MELCHERS & CO.,

Hongkong, 11th June, 1909.

AGENTS. 6

OSAKA SHOSEN KAISHA.

INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.
Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN,
(Intermediate Ports of Call:
Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.
Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, B.C.)
(Subject to Alteration.)

Newly Built Steamers	Tons (gross reg.)	Captain	Sailing Date
"TACOMA MARU"	6,178		On Saturday, 3rd July
"SEATTLE MARU"			(already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silks, Treasures and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidships. A limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.
For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings, T. ARIMA, Manager
Hongkong, 1st June, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. MANSU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000	Oct. 26th, at Noon.
S.S. MANSU MARU	5000	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

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THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-
TOURS arranged to ALL PARTS OF THE WORLD.
HAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East—

16, DES VŒUX ROAD,

HONGKONG.

Japan Office—

14, WATER STREET,

YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.		STEAMERS.	
AMARA, British str., 1,565, Matlock, 8th June — Saigon 2nd June, Coal — Jardine, Matheson & Co.	ANGELIN, German str., 1,001, C. Kumpel, 7th June—Bangkok and Swatow 6th June, Rice and Timber—Butterfield & Swire.	ANGHUI, British str., 1,350, J. Meathrel, 9th June—Shanghai 6th June, General— Butterfield & Swire.	ASCANIER, German str., 1,291, Clangsen, 3rd June—Wuhu 28th May, Rice—Hamburg- Amerika Linie.
BOUBON, French str., 998, Le Bail, 6th June — Saigon 2nd June, Rice — Chinese.	CHANGSHA, British str., 1,227, E. Finlayson, 10th June—Australasia ports 10th May, General—Butterfield & Swire.	CHENAN, British str., 1,047, Brown, 19th May — Shanghai 16th May, General—Butter- field & Swire.	DALIN MARU, Japanese str., 900, F. Katsuraki, 9th June—Swatow 7th June, General— Osaka Shosen Kaisha.
EMPIRE, British str., 2,243, P. T. Helms, 3rd June—Melbourne via Manila 1st June, General—Gibb, Livingston & Co.	EMPEROR OF JAPAN, British str., 1,039, H. Meghna, 3rd June—Vancouver 13th May, Mails and General—C. P. R. Co.	FUDO MARU, Japanese str., 1,234, Gode, 8th June—Wakamatsu 2nd June, Coal—Mitsui Bussan Kaisha.	GLENLOGAN, British str., 3,809, McGregor, 21st May—Fochow 19th May, General— McGregor, Bros. & Gow.
HAICHING, British str., 1,234, W. C. Passmore, 9th June—Fochow and Swatow 6th June, General—Douglas, Lapraik & Co.	HANGSANG, British str., 1,356, S. Wilde, 6th June—Shanghai 2nd June, General— Jardine, Matheson & Co.	HENRIK ISEN, Norwegian str., 2,959, M. B. Spandwitz, 9th June, New castle, N.S.W. 19th May, Water Ballast—Order.	HOLSTEIN, German str., 1,103, P. Hong, 25th May—Hilo 20th May, Sugar—Jensen & Co.
ISORIA, Italian str., 2,481, Balisto Gnisoppe, 5th June—Bombay &c., 17th May, General— Carlowitz & Co.	ITAKA, German str., 2,268, W. Vogeler, 10th June—Hankow 3rd June, Rails—Ham- burg-Amerika Linie.	KUZECHOW, British str., 1,215, G. Byers, 9th June — Tientsin and Chefoo 2nd June, General—Butterfield & Swire.	KUMSANG, British str., 2,078, E. G. Buller, 8th June—Calcutta and Singapore 2nd June, General—Jardine, Matheson & Co.
KWANGSANG, British str., 1,265, Hark, 8th June — Wei-hai-wei 2nd June, Salt and General— Butterfield & Swire.	KWANGYAN, Chinese str., 1,536, W. H. Lunt, 7th June—Shanghai 2nd June, General— Jardine, Matheson & Co.	MANDAL, Norwegian str., 1,194, E. Execlis, 9th June—Wuhu 3rd June, Rice—Wal- len & Co.	MANHANG, British str., 1,644, G. S. Weigall, 5th June—Sunderland 31st May, Timber and General—Jardine, Matheson & Co.
MARPOO, Chinese str., 1,339, J. Meathrel, 24th May—Shanghai 21st May, General— C. M. B. N. Co.	MICHAEL JEBSEN, German str., 959, J. Peler- sen, 9th June—Chefoo 3rd June, General— Jensen & Co.	MONGOLIA, American str., 8,750, Henry Menton, 1st June—San Francisco 5th May, Mails & General—P. M. S. S. Co.	NANSHAN, American str., 1,517, Carter, 29th May—Cavite 26th May, Coal—Admiralty.
RUBI, British str., 1,619, R. W. Almond, 7th June—Manila 5th June, General—Shew- Tomes & Co.	SANUKI MARU, Japanese str., 3,789, K. Homma, 9th June—London 1st May, General— Nippon Yusen Kaisha.	SCANDIA, German str., 8,089, V. Duihven, 29th April—Singapore 21st April, General— Hamburg-Amerika Linie.	SHANTUNG, British str., 1,635, Robinson, 9th June—Chinkiang 3rd June, General— Butterfield & Swire.
SPIR, Norwegian str., 870, W. Horn, 2nd June — Wuhu 30th May, Rice—Thoresen & Co.	SCINOW, German str., 1,112, E. Anders, 15th May—Wuhu 11th May, General—Ham- burg-Amerika Linie.	SCUTATA, German str., 520, C. Wane, 22nd May—New Guinea 30th April, General— Melchers & Co.	STYERIE, British str., 4,011, Shotton, 18th May—Manila 15th May, Hemp and Flour — Dowell & Co.
TAMING, British str., 1,250, A. Somerville, 4th June—Manila 1st June, General— Butterfield & Swire.	TENYO MARU, Japanese str., 7,265, 9th June— San Francisco 13th May, Mails & General— Toyo Kisen Kaisha.	TEUCRA, British str., 5,805, G. W. Parkinson, 10th June—Manila 8th June, General— Butterfield & Swire.	WINGANG, British str., 1,425, J. Smith, 6th June—Chinkiang 1st June, General— Jardine, Matheson & Co.
SAILING VESSELS.			
LOIDES, 4-Mast barque, 2,968, L. Smith, 1st May—Kobe 23rd April, General—Stan- dard Oil Co.			

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Public are informed that mails to CHINA VIA SIBERIA are despatched from the LONDON General Post Office on Wednesday and Friday afternoons and Saturday evenings. No supplementary mails will be forwarded.

Approximate times of closing mails at Shanghai via Dally and Siberia.

DATE	TIME
17th June	at 8.00 a.m.
19th	at 8.30 p.m.
24th	at 1.0 p.m.
26th	at 8.30 p.m.
30th	at 8.30 p.m.
3rd July	at 8.30 p.m.

FOR	PRE	DAYS
Hankow	Anglin	Saturday, 12th, 10.0 a.m.
Hankow	Lockean	Saturday, 12th, 10.0 a.m.
Hankow	Lockean	Saturday, 12th, 10.0 a.m.
Hankow	Lockean	Saturday, 12th, 10.0 a.m.

FAIRFAX, India via Taitoria (10.00 a.m. to 11.00 a.m. Extra Postage 10 cents.)
Supplementary mail on board up to the time fixed for departure of the mail.
(Extra Postage 10 cents.)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Anglin	Saturday, 12th, 10.0 a.m.
Lockean	Saturday, 12th, 10.0 a.m.
Lockean	Saturday, 12th, 10.0 a.m.
Lockean	Saturday, 12th, 10.0 a.m.
Lockean	Saturday, 12th, 10.0 a.m.

SIBERIAN MAIL TO EUROPE (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Hankow	Anglin	Saturday, 12th, 10.0 a.m.
Hankow	Lockean	Saturday, 12th, 10.0 a.m.
Hankow	Lockean	Saturday, 12th, 10.0 a.m.
Hankow	Lockean	Saturday, 12th, 10.0 a.m.

FAIRFAX, NAGASAKI, KORE, SHIMIZU, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)
SIBERIAN MAIL TO EUROPE (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Hankow	Anglin	Saturday, 12th, 10.0 a.m.
Hankow	Lockean	Saturday, 12th, 10.0 a.m.
Hankow	Lockean	Saturday, 12th, 10.0 a.m.
Hankow	Lockean	Saturday, 12th, 10.0 a.m.

THE WHISKY OF THE NEW WORLD

"CANADIAN CLUB" WHISKY.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 11TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$990, sellers
National Bank of China, Limited	99,925	\$7	£6	\$51, buyers
Bell's Asbestos Eastern Agency, Limited	6,604	12/6	12/6	\$104, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$153, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$7, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$94, buyers
COTTON MILLS.				
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 120.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$81, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 87.
Leong-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 108.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 375.
DAIRY FARM COMPANY, LIMITED	40,000	\$74	\$6	\$164, sal. & buy.
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$59, sal. & buy.
Hongkong Wharves & Dock Co., Ltd.	50,000	\$50	all	\$67, sellers
Shanghai Dock & Engineering Co., Ltd.	10,000	\$63	\$63	\$9.
Shanghai Dock & Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 84.
Shanghai Dock & Engineering Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 161.
FERROVIA CO., LIMITED	18,000	\$25	\$25	\$11, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$9, buyers
HONGKONG AND CHINA GAS CO., LTD.	7,000	\$10	\$10	\$210, buyers
HONGKONG ELECTRIC CO., LIMITED	60,000	\$10	\$10	\$19, buyers
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	all	\$71, (old) sol.
HONGKONG ICE COMPANY, LIMITED	8,000	\$25	all	\$38, buyers
HONGKONG ROPE MANUFACTURING CO., LIMITED	5,000	\$25	all	\$155, sellers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$110, buyers
China Traders Insurance Co., Limited	20,000	\$83.33	\$25	\$85, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$25	\$50	\$345, sales
North-China Insurance Co., Limited	10,000	\$15	\$25	Tls. 105, buyers
Union Insurance Society, Limited	12,000	\$250	\$100	\$345, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$215.
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$110, sales
Hongkong Land Investment Agency Co., Ltd.	150,000	\$10	all	\$34, sal. & buy.
Hongkong Land Investment Agency Co., Ltd.	6,000	\$50	\$50	\$119.
Hongkong Land Investment Agency Co., Ltd.	78,000	Tls. 50	Tls. 50	\$46, sales
West Point Building Co., Limited	12,500	\$50	\$50	\$46, sales
MIXING.				
Société Française des Charbon de Tonkin	16,000	Fcs. 250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$91, sellers
PEAK TRAMWAYS CO., LIMITED	25,000	\$10	all	\$134, buyers
PHILIPPINE CO., LIMITED	50,000	\$10	\$10	\$11, sellers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$140, sal. & sel.
Union Sugar Refining Co., Limited	7,000	\$100	all	\$15, sellers
ROBINSON PIANO CO., LIMITED	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$33, buyers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$43.
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	\$5	\$25.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$16, buyers
Star Ferry Company, Limited	10,000	\$10	\$5	\$15.
South China Morning Post, Limited	10,000	\$25	\$25	\$24, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, sellers
STOKES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$40	\$40	\$12.
Watkins, Limited	10,000	\$10	\$10	\$34.
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$8.70, buyers
Weissmann, Limited	175	\$100	\$100	\$150, buyers
United Asbestos Oriental Agency, Limited	9,900 only	\$10	\$4	\$13, sales
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$300, sales
Union Waterboat Co., Limited	50,000	\$10	\$10	\$11, sales

AVERAGE MARKET PRICES.

June 11th, 1909.

The Prices are given in Dollar Cents.

BUTCHER MARKET.

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HONGKONG TIDE TABLE.

From June 12th to 16th, 1909.

HONGKONG METEOROLOGICAL REGISTER.

HONGKONG OBSERVATORY, June 11th.

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